

# ORIGINAL



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**RECEIVED**  
**ARIZONA CORPORATION COMMISSION**  
**UNION PACIFIC'S RESPONSES TO SECOND SET OF DATA REQUESTS**  
**DOCKET NO. RR-03639A-07-0606**

2008 FEB 29 P 1:53 **Link Road and Missile Base Road in Pinal County, AZ**  
**FEBRUARY 29, 2008**

AZ CORP COMMISSION  
GW 2-1  
DOCKET CONTROL

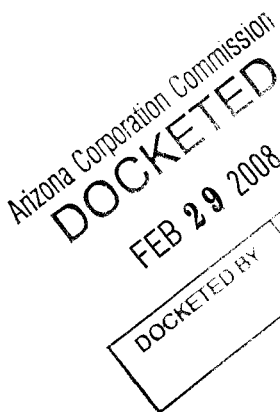
Based on the current single track configuration at the crossings specified by this application, please provide the current traffic blocking delay per train. Please indicate the time in which vehicular traffic is delayed (1) to allow the train to pass at a crossing and (2) due to trains stopped on the track for any purpose. The delay is measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset.

**Response:** Delays for vehicular (roadway) traffic caused by trains occupying a crossing depend on the length and speed of each train traversing the crossing. Because each train can be unique for these values it would be impossible for Union Pacific accurately to provide the time of delay for vehicular traffic either while allowing trains to pass the crossing or because trains are stopped in the crossing. With that caveat, Union Pacific responds as follows:

Union Pacific operations are governed by maximum allowable speeds as identified by timetable. Trains at crossings involved in this application operate at timetable speeds of 65 mph and the average length of trains is approximately 6,000 feet. At that train length and speed, the average delay for vehicular traffic (1) to allow the train to pass at each of these crossings, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, is approximately 1.549 minutes.

The average time vehicular traffic is delayed (2) due to trains stopped on the track for any purpose, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, varies according to the condition creating the blockage. These varied conditions include mechanical failure such as a broken air hose, a grade crossing accident, or operations such as trains meeting or passing. Given the variety of possible conditions causing trains to be stopped on a crossing, Union Pacific does not catalog the average time vehicular traffic is delayed by stopped trains.

With that caveat, Union Pacific responds as follows: A.R.S. § 40-852 requires that, except in cases of unavoidable accident, a train blocking a crossing for more than 15 minutes must be cut to facilitate traffic flow. ACC Regulation R14-5-104(C)(7) and Union Pacific's operating



practices allow a train to block a public grade crossing for no more than 10 continuous minutes, unless the train is continuously moving in the same direction during the entire time it occupies the crossing, or the blockage is caused by wrecks, derailments, acts of nature, mechanical failure, or other emergency conditions.

**Source:** Union Pacific's Engineering, in consultation with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110

CW 2.2 Based on anticipated double tracking at the crossings covered by this application and projected train traffic of 84 trains per day by 2016, please provide the projected (2016) blocking delay per train. Please indicate the time in which vehicular traffic is delayed (1) to allow the train to pass at a crossing and (2) due to trains stopped on the track for any purpose. The delay is measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset.

**Response:** Delays for vehicular (roadway) traffic caused by trains occupying a crossing depend on the length and speed of each train traversing the crossing. Because each train can be unique for these values it would be impossible for Union Pacific accurately to provide the time of delay for vehicular traffic either while allowing trains to pass the crossing or because trains are stopped in the crossing. With that caveat, Union Pacific responds as follows:

Union Pacific operations are governed by maximum allowable speeds as identified by timetable. Trains at crossings involved in this application are projected to operate at timetable speeds of 65 mph and the average length of trains is projected to be approximately 8,000 feet. At that train length and speed, the average delay for vehicular traffic at this crossing in 2016 (1) to allow the train to pass at the crossing, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, is projected to be approximately 1.899 minutes.

The average time vehicular traffic is delayed (2) due to trains stopped on the track for any purpose, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, varies according to the condition creating the blockage. These varied conditions include mechanical failure such as a broken air hose, a grade crossing accident, or operations such as trains meeting or passing. Given the variety of possible conditions causing trains to be

stopped on a crossing, Union Pacific does not catalog the average time vehicular traffic is delayed by stopped trains.

With that caveat, Union Pacific responds as follows: A.R.S. § 40-852 requires that, except in cases of unavoidable accident, a train blocking a crossing for more than 15 minutes must be cut to facilitate traffic flow. ACC Regulation R14-5-104(C)(7) and Union Pacific's operating practices allow a train to block a public grade crossing for no more than 10 continuous minutes, unless the train is continuously moving in the same direction during the entire time it occupies the crossing, or the blockage is caused by wrecks, derailments, acts of nature, mechanical failure, or other emergency conditions.

**Source:** Union Pacific's Engineering, in consultation with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110

CW 2.3 Please provide the posted vehicular speed limit for the roads intersecting each crossing covered in this application.

**Response:**

Crossing	Posted Vehicular Speed Limit
Park Link Road	55 mph*
Missile Base Road	55mph*

\* Although these are the posted speed limits, each of these crossings is within 200 feet of a road with stop conditions that runs parallel to the tracks. Thus, the speeds of vehicles traveling across the crossings actually average approximately 25 mph.

**Source:** Jennifer Crumbliss, Senior Transportation Engineer with HDR, Engineering, Inc. at 8404 Indian Hills Drive, Omaha, NE 68114

CW 2.4 Please provide information as to whether passenger buses (other than school buses) utilize this crossing and the number of times a day a passenger bus crosses.

**Response:** Union Pacific does not have access to such information, but instead must rely on information provided by others. With that caveat, Union Pacific responds that it is not aware of any public passenger buses that utilize either of the crossings involved in this application.

- Source:**
- 1) Christine McMurdy, Public Works Department, City of Goodyear, 190 N. Litchfield Road, Goodyear, AZ 85338, (623) 932-1637
  - 2) Karen Thomas, GIS Department, City of Maricopa, 45145 W. Madison Avenue, P.O. Box 610, Maricopa, AZ 85239, (520) 568-9098
  - 3) Aaron Cart, GIS Department, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222, (520) 421-8625
  - 4) Belinda Cota, Planning Department, City of Eloy, 628 N. Main Street, Eloy, AZ 85231, (520) 466-2578

CW 2.5 Please provide information as to whether vehicles carrying hazardous materials utilize this crossing and the number of times a day a vehicle carrying hazardous materials crosses.

**Response:** Union Pacific has been unable to obtain any information responsive to this request. It is Union Pacific's understanding that any vehicle carrying hazardous materials may utilize public crossings unless otherwise posted, but Union Pacific knows of no way it can investigate or determine whether such vehicles use these crossings or with what frequency.

CW 2.6 Please indicate whether any spur lines have been removed within the last three years inside a 10 mile radius of any crossings covered in this application. Please include the reason for the removal, date of the removal and whether an at-grade crossing or crossings were removed in order to remove the spur line.

**Response:** Using the definition of a "spur line" or "spur track" as "a stub track of indefinite length diverging from a main track or other track," ACC Regulation R14-5-101(20), no spur lines have been removed within the last three years inside a 10-mile radius of any crossings covered in this application.

CW 2.7 Please indicate which, if any, spur lines have been removed within the last three years inside a 10 mile radius of any crossings covered in this application were done at the direction or request of (1) the relevant road authority, (2) the industry served by the spur line, or (3) by the railroad.

**Response:** Not applicable. See Response to CW 2.6.

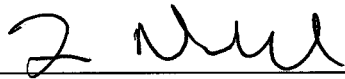
ORIGINAL AND THIRTEEN COPIES  
of the foregoing filed this 29th day of  
February, 2008, with:

Arizona Corporation Commission  
1200 West Washington Street  
Phoenix, Arizona 85007

COPY of the foregoing hand-delivered  
this 29th day of February, 2008, to:

Mr. David Raber  
Mr. Brian Lehman  
Mr. Chris Watson  
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Arizona Corporation Commission  
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